

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

MARRIAGE.

On the 7th of February, 1898, first at H.B.M.'s Consulate General, Shanghai, by Geo. Jamieson, Esq., C.M.G., and afterwards at St. Joseph's Church by the Reverend Father Fr. Gladys MARY BEATRICE, eldest daughter of John Smedley, Esq., Architect and Civil Engineer, Shanghai, to ARTHUR VERR HAYERS, youngest son of the late Thomas Hayers, Esq., of Shelton Hall, Norfolk, England.

DEATH.

On the 27th January, 1898, at Yokohama, WILLIAM HENRY WALKER, aged 18 years and 10 months.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 12, 1898.

NOTES AND COMMENTS.

At last, judgment has been delivered in the great Synagogue Suit. The litigants have spent a fair fortune in getting lawyers to teach them the ancient maxim "No lawsuit is worth the costs." No lawyer ever goes to law, say the members of the profession; wherefore we are to assume that when a legal gentleman does go to law, he thereby shows himself to be no lawyer. They have another proverb, which shows their subtlety; they say "The man who is his own lawyer has a fool for a client." The subtlety is in omitting to mention that the man who isn't his own lawyer is equally a fool, if he goes to law when he could avoid it.

This Synagogue case has excited an immense amount of interest. In the first place, the Jews are distinguished more than any other race in the world for holding together. All the peoples of the earth have been against them, and they have had bitter experience of the fact that unity is strength. Only by their wonderful faculty of holding together have they been enabled to survive, until to-day they are again a power in the world, a power extremely difficult to estimate,

But when they disagree with each other they do it thoroughly. As they are strong in union, they are keen in a quarrel. Their intense plainness, once it does break down and permit them to fight among themselves while the Gentiles look on, makes them fight the more fiercely. This Synagogue affair was surely a trifle, not worth a tenth of the money spent on it. The costs in the case must have been nearer \$100,000 than \$50,000—enough to buy up the disputed piece of land a dozen times over. Even to the victorious litigant, the game is not worth the candle; to a man in the position of Mr. BELIZIOS the time and worry and bad feeling must have been worth more than the land.

—And what have they got for their money? A masterpiece of judicial work from Sir JOHN CARRINGTON; a painstaking and exhaustive review of the case, which took about two hours to read in Court, and would take about two pages of a newspaper—if a newspaper would print it. We can get more "copy" than that, and more interesting, for less than \$50,000. And we could make much better use of the money than squandering it in a wrangle over a bit of land, to the enrichment of a lot of lawyers. The money no doubt finds its way into circulation and ultimately does good in that way; but to throw away a fortune over a trivial quarrel is in our opinion as reprehensible as to spend the money in dissipation.

We censure both parties, the party that commenced the dispute, and the party that took it up. With the rights and wrongs of the case we will not concern ourselves, beyond saying both sides were wrong to let such a small matter create such a great trouble. Suppose Mr. BELIZIOS was in the right all the time; still, he could have easily afforded to waive his rights and live in harmony with the rest of the Jewish Community. He is rich enough to give magnificent presents to the public—schools, hospitals, and what not; but apparently he is not rich enough in the "milk of human kindness" to give up a trivial point in an argument with his brother Jews. Not many men have the moral courage to admit themselves wrong when they are persuaded they are wrong; few indeed will admit themselves wrong when they know they are right! Yet it would often be a noble act, nobler than the catagorizing of *largess* from a pocket well stocked.

And on the other hand, we condemn the plaintiffs in the suit. Granting that they were in the right,—or rather, we should say, looking at the matter from their own point of view,—that they were entitled to this land; still, it would have been better to leave Mr. BELIZIOS in (as they consider) wrongful possession, than to stir up such bitter strife, and get rid of so much money, rather than accept some other piece of land instead, or concede some of the other trivial points in dispute. If the plaintiffs had in the first instance put up the money which they now have to pay, there would never have been any trouble.

It is a reversal of the sarcastic *mot* attrib-

THE UNITED STATES AND SPAIN.
LONDON, February 10th.
A private letter from Señor Delome, to the Spanish Minister at Washington, stolen by a Cuban patrol, describing President McKinley as a low class politician, catering to the rabble, has been published in New York, and has caused a great sensation. The United States have demanded the recall of Señor Delome, who has since resigned, his resignation being accepted by the Spanish Cabinet.

THE PLAGUE IN BOMBAY.
The week's deaths from plague in Bombay amount to 1,113.

CHINA AND JAPAN.
Japan has notified China that she cannot extend the time for the payment of the new installment of the war indemnity.

FRANCE AND CHINA.
The *Times*' Peking correspondent states that the Government has demanded an indemnity within eight days for the kidnapping of a Frenchman at Hongkong (? Tonkin) by Chinese brigands, and that the payment of the indemnity French officials in the South of China will become necessary.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.63 per £100, allowing rubbish to be thrown into the balance by his ship, the captain of the *Tatar* is to-day fined \$10.

PICK-POCKET was to-day sentenced to six months' imprisonment with hard labour at the District Court to-day. He had two previous convictions for larceny against him.

ENTERTAINMENT wishing to sign the farewell address H.E. the Governor will find lists at Messrs. Crawford & Co's, Hongkong and Shanghai Bank, Hongkong Club and City Hall.

LOOSE-MANNERED Celestial received a well-deserved punishment of three months' imprisonment for using disgusting language to Captain, the Commandant of the Government tug *Praya* to-day.

At Yokohama, on the 27th January, during the dinner at the German Club in honour of the Kaiser's birthday, one of the company, Mr. Alfred, slipped and fell on the floor, breaking his leg in two places. He was taken to the hospital.

The English mail steamer leaving on the 1st inst., Admiral Bulwer will go to England, and arrived at Shanghai by the *Pique* on the 6th inst., and may be here in time for the races. His excellency, according to a Shanghai paper, is suffering from a bronchial affection.

SWELL-DRESSED Chinaman was fined \$5 yesterday for recklessly riding a bicycle down to Causeway Street. He was also ordered to pay for his coolie, with whom he collided, \$5 for damages for injuries sustained. The defendant a clerk at Robt. son & Co's music store.

On Monday afternoon on the Happy Valley the Hongkong Football Club will play D. Compagnon. Kick-off at five o'clock. The Club team will be:—P. G. Davies, R.A., goal; D. V. Layson and T. K. Kew, backs; F. H. Kew, half-back; and C. W. Looker (captain), halver. F. Mackay, J. F. Noble, F. C. Rowcroft, K.K.R., A. E. M. Head, R.A., and H. S. M. Kelly, H.K.R., forwards.

STANKS to P.C. 107, a stalwart officer from the north of the Clyde, pedestrians are now much freed from being rushed by impetuous cyclists at Pedder's Wharf. The other night Mr. Stank was a split after a couple of offenders and denounced them by the Queen's Statue. Next day the culprits were fined, and owing to the vigilance of the officer people are now able to leave their boats without sustaining any serious injury.

FIRE broke out at the Eastern Clock Manufacturing Company's premises, Bullock Lane, about after 9 o'clock last night. The fire was discovered by a Chinaman, whose shouts were heard in No. 7, Police Station. A detachment of men at once got to the alarm was given to the central firemen, and in a very short time Deputy Superintendent Howe and a number of men were at the spot. It was found that the outbreak occurred on the first floor at the rear. The fire was not serious and it was extinguished soon after the arrival of the Brigade.

reference to the Harkow Racecourse dispute which we referred recently, "Daybreak" writes in *Sport and Gossip*—"I am sorry to state that the squabble in Harkow still continues between the French Consul and the Race Club regarding a portion of the Course. Battered with this country, thank goodness, is an unknown quantity, but I regret to observe that in Harkow a terrible war was drawn across the Course between riders and drivers, of whom some were ladies. Such an action is anything but pleasing the game. "Possession is nine parts of the law," so the saying goes, and the Harkow Race Club has been in undisputed possession of its Racecourse for nine years. That it may continue to be is the wish of all sportsmen in Harkow, at any rate, for that I'll go bail.

LAST night (Jan. 31) just after eight o'clock the steam tug *Albatross* was on the water, and on board the N.Y.K. steamer *Hiroshima-maru* which came in yesterday from Bombay with a cargo of cotton and rice. The steamer was on its eastern pier. Mr. Sim, Superintendent of the Settlement Brigade, happened to be on the tug at the time, and all the foreign engineers, doubtless, were quickly at the scene of the fire. The course of an hour it seemed as if every one in the brigade in Kobe was pouring water into the ship's holds. The fire had originated among the cargo in the tween decks, and though the brigades had been working all night, we learned at the ship itself is unjured. The contents

colleas wearing one at Yae-mai last night. The coolie had cut the buttons off and threw them away when arrested. Mr. Wedehourc today fured the offender \$3 and told him that it was not light for Chinese to wear British soldiers' coats whether the buttons were on them or not. Tommy would seem to have done a big thing in the "cl' cl' bis before he left.

REPORTS have come from the extreme north of Europe, from Sweden, that very likely a European "Klondyke" will spring up next summer in northern Sweden, near the frontier of Finland, as gold has been found in a mountain range, Mistlavasara, in the parish of Ober Tomes. The first gold was found by a merchant named Sandberg, who followed an old working. He was very successful. Up to December 7th only twelve claims had been taken, but a great many more will be taken soon enough. An engineer has declared that old diggers long ago had directed their eyes to the Swedish province of Norland as a gold land.

MESSERS. BENJAMIN, KELLY AND POTTS, in their *Weekly Share Report*, dated Hongkong, Friday 11th February, says:—Only a small business has been transacted since the issue of our last report. Hongkong and Shanghai Banks are quiet but steady at 183 per cent premium. Yangtsies have been bought from the North at \$140, and North Chinas have been sold at Tis. 198. Both Hongkong and China Yires are offering at quotations. Hongkong, Canton and Macao Steamboats are obtainable at \$17. Indo-China are a shade easier and are on the market at \$55. Douglas Steamships have changed hands at \$57 and are now steady at \$58. China Sugars have been in strong demand, and sales have been effected at \$168 and \$166, and at \$170 and \$171 for the settlement, and 473 for March. Panjoms are a shade easier and have been sold at \$6.75 and \$63. Charbonnages have improved their position and are wanted at \$140. New Balmores have been sold at \$1.60 and \$1.40 for the Preference and Ordinary respectively. Ruhrs are quieter, and sellers rule the market at \$1.5. Olivers B are obtainable at \$71. Hongkong and Whampoa Docks are steady at 237 per cent premium. Kowloon Wharf and Docks are engaged for at \$59. Hongkong Lands have been sold at \$724 and \$73. West Points are on offer at \$10. Hongkong Hotels are quiet with sellers at \$53. Two Cottons are quiet and can be had at Tis. 100. Soy Cehrs are quoted at Tis. 520 ex the dividend of Tis. 20 paid on the 1st February, 1898. Green Island Cements are quiet with sellers at \$332 and \$174 for the Old and New respectively. Ropes have been done at \$174 and are wanted. Ices are steady at \$107 ex the final dividend of \$52 per share paid on the 7th February.

VICE-ADMIRAL SIR EDWARD HOBBIT SEYMOUR, K.C.B., Commander-in-Chief on the China Station in place of Admiral Buller, who vacates the command on his promotion to the full rank of Admiral, is the second son of the late Rev. Richard Seymour, fifth son of the first baronet, and is therefore a cousin of the present Baronet, Admiral Sir Michael Colme-Seymour. He was born in 1840, and was educated at Radley. He entered the navy in 1852, became Commander in 1866, Captain in 1873, Rear-Admiral in 1889 and Vice-Admiral in 1895. Sir Edward Seymour has seen much active service. He served as a midshipman in the *Terrible* in the Black Sea throughout the Crimean war, being present at the bombardment of Odessa, Sebastopol and Kikribun, for which he was awarded the Crimean medal and the Sebastopol clasp and the Turkish medal. He also took part in the war with China (1859-58); was midshipman on the *Calcutta* during the Chinese flotilla in Fatsan creek on June 1st, 1874, and was present at the capture of Canton in the same year and at the taking of the Peking forts in 1878. For these services he was awarded the China medal and Fatsan, Canton and Taku clasp. During the China war of 1860 he served as Lieutenant in the *Chesapeake*. In 1862 he commanded a small-arm party of the *Imperieuse* at the relief of Sling-poo and the capture of Kaiding. As commander of the *Growler* in 1870 he rescued an English vessel from pirates in the Congo river, on which occasion he was severely wounded, and afterward received the special approval of the Admiralty. As Captain of the *Arct* he served in the Egyptian war of 1882, receiving the Egyptian medal, the Khedive's bronze star, and the third class of the Osmanli. Sir E. H. Seymour wears also the Royal Humane Society's medal for having in 1860, when a mate, at Rho Straits, near Singapore, jumped overboard to save a marine who had fallen into the sea. From January, 1887, to July, 1889, he was A. D. C. to the Queen, was made C. B. in 1887, his name figuring among the Jubilee honours, and was promoted to be K. C. B. in the Diamond Jubilee year. From September, 1892, to April, 1894, he was second in command of the Channel Squadron. On the latter date he was appointed Admiral Superintendent of Naval Reserves, a post which he has held until his last appointment.

THE MURDER OF AMERICAN SAILORS IN JAPAN.

A Washington despatch says:—Commodore McNafr, in a report just received at the Navy Department, declares that Epps and Montgomery, the American sailors, were murdered in Japan because of the antipathy the Japanese entertained toward all foreign sailors, and especially those of the United States.

Commodore McNafr's report was immediately transmitted to the State Department, and will be made the basis of complaint to the Government of Japan. It is the intention to demand a suitable money indemnity; the punishment of the murderers and the enforcement hereafter of such police regulations at Japanese ports as will protect American citizens.

The State Department, strangely enough, was entirely ignorant that the two Americans had been murdered in Japan.

[illegible]

of the Bank immensely, and in a short time will place us in such a position of strength and stability as to be almost without a precedent in the annals of banking. (Applause.) Gentlemen, there is no better gauge of the successful working of any business than the balance sheet, and bringing this standard to bear on the returns before us, we have every reason for congratulating and being satisfied with the very able and efficient control and guidance of the Board of Directors and with the efficient management of our capable and well-trained staff. Concurring fully with the recommendations of the Directors, regarding the appropriation of our profits, I have much pleasure in seconding the adoption of the report and statement of accounts for the past half-year.

The motion was carried unanimously.

On the motion of Mr. Edgar, seconded by Mr. Palmer, Messrs. G. Dodwell, R. Shaw, and R. L. Rickson were re-elected directors, and the appointment of Messrs. Haupt and Michaelson were confirmed.

On the motion of Mr. Whetzel, seconded by Mr. G. C. Cox, the auditors were re-elected.

The Chairman said there was no more business before the meeting; dividend warrants would be ready on Monday.

Mr. J. Lewis:—Gentlemen, before we leave I think we should express our appreciation of the highly satisfactory report which has just been placed before us, and I am sure you will all join in a hearty vote of thanks to the Directors, manager, and the staff, both here and at the branches. (Applause.)

The Chairman, on behalf of his co-directors and himself, the manager, and the staff generally, thanked the shareholders for the compliment.

This concluded the proceedings.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on Wednesday, the 9th February,—Present: Messrs. R. M. Graves (Chairman), Herbert Smith (Vice-Chairman), G. B. Dodwell, N. J. Ede, A. Haupt, J. J. Ball, Irvist, T. Jackson, T. H. Whitehead and R. C. Willcox (Secretary).

MINUTES.

The minutes of the previous meeting (held 14th January) were read and confirmed.

THE PHILADELPHIA MUSEUMS.

A reply was on the 10th January, addressed to the Director of the Philadelphia Museum, in relation to the invitation to the numerous invitation to become a member of the Institution and send two delegates to the meeting in June, but regretting the Chamber's inability to accept same owing to the great intervening distance.

THE PINNACLE ROCK FUND.

Pursuant to the decision come to at last meeting, letters were, on the 25th January, addressed to H.B.M.'s Consul-General at Shanghai, the Consuls at Ningpo, Wenchow, Foochow, Amoy, Swatow, Canton, Pakhoi and Hellow, and to the Commissioners of the Chinese Imperial Maritime Customs at each of the above ports, replying to the Chamber's suggestions received and announcing that the Chamber had placed a credit of \$300 in the Hongkong and Shanghai Bank at the disposal of each Consul; that it had been decided that the awards should range from \$10 to \$50 according to the importance of the dangers disclosed; and expressing the opinion that the notice to fishermen and others should be issued locally, if the Consuls would kindly undertake the task and charge the cost to the Pinnacle Rock Fund.

Letters had been received from the Commissioners of Customs at Canton, Hellow, and Shanghai, and the latter enclosed copy of a report on the subject from Capt. Blabbe, Coast Inspector.

The Committees were of opinion that Capt. Blabbe's report was eminently practical and well calculated to attain the desired object.

DELAIED DELIVERIES BY POST OFFICE.

In accordance with instructions given at last meeting a letter was, on the 28th January, addressed to the Government calling attention to the unsatisfactory manner in which the Post Office Department, and the apparently excessive delays to the delivering of some of the mails.

Read letter from Colonial Secretary, dated the 4th inst., enclosing copy of report on the matter by the Postmaster General.

The report was not considered a satisfactory explanation of the delays complained of but it was decided to postpone further action to see whether any improvement followed the protest of the Chamber. It was hoped the community would be so impressed with the suggestion with reference to the local deliveries contained in the last paragraph of the report.

STORM Warnings.

No reply had been received from the Government to the letter despatched by the Chamber to it on this question on the 23rd December last; but it had been notified to the *Government Gazette* of the 29th January that the meteorological signals in use before the 27th February, 1897, would be substituted for those then in use and the Director of the Observatory in his letter of the 27th inst. on the same issue, said it had been decided to revert to the system in use here from 1884 to 1897 on the suggestion of the Committee of the Chamber of Commerce.

(Correspondence.)

THE PINNACLE ROCK FUND.

Custom House.

Shanghai, 31st January, 1898.

Sir,—I have the honour to acknowledge the receipt of your letters of the 25th November, 1897, and 25th inst. regarding the desirability of extending our knowledge of hidden dangers to navigation through means of rewards from the Pinnacle Rock Fund, for requesting my co-operation in seeking for, or otherwise rewards known, and informing me of the offer of the H.B.M.'s Consuls at the South Seas, are empowered to make payments from the fund in question, and, in reply, to assure you of my readiness to co-operate as far as lies in my power; and in this connection I beg to send you a copy of a despatch addressed to me on the subject by Captain A. M. Blabbe, Coast Inspector, detailing the steps he proposes to take to have the objects you have in view—I have the honour to be, Sir, your obedient servant.

L. ROCHER.
Commissioner of Customs,
COAST INSPECTOR TO SHANGHAI
CUSTOMS HOUSE.

Shanghai, 31st January, 1898.

Sir,—In the matter of the "Pinnacle Rock Fund" concerning which the Secretary of the Hongkong Chamber of Commerce has addressed you, the only practical co-operation that I can suggest is in the Shanghai Light District is that information be circulated by this department amongst fishermen and junkmen generally, and especially when visits are made to the light station, to the effect that a reward of not less than \$10 or more than \$50 will be paid to any fisherman or other person who shall detect and personally locate any previously unknown sunken rock which is so situated as to endanger vessels following such tracks as they ordinarily take or that it may seem advisable that they should take.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	SEATTLE, WASH., VIA KOBE and YOKOHAMA	MONDAY, 14th February, at Daylight.
IZUMI MARU	KOBE and YOKOHAMA	THURSDAY, 17th February, at 4 P.M.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAVA Ports), PENANG, COLOMBO and PORT SAID	THURSDAY, 17th February, at 4 P.M.
SAGAMI MARU	SHANGHAI, JINSEN, SHIMO-NOSEKI and KOBE	FRIDAY, 18th February, at 4 P.M.
TOKIO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 21st February, at 4 P.M.
E. W. Haswell	BOMBAY, VIA SINGAPORE (Transhipping Cargo for JAVA Ports), and COLOMBO	TUESDAY, 22nd February, at Noon.
MATSUYAMA MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th February, at 4 P.M.
OMI MARU		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 9th February, 1898.

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLESFOR
MILITARY
EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for J. J. CARNAUD & Co., Paris.

THE MICASTOS-FACTORY.

Mr. C. HOLDSWORTH,
Superintendent at Works,
Saulbourn Road,
Hongkong.

THE GENERAL MANAGERS are prepared to enter into contracts for covering boilers and steam pipes with either Micra or Asbestos Compositions at the following quotations:—
55 cts. per superficial square foot for boilers.
65 cts. per superficial square foot for steam pipes.

Exposed Steam Pipes needing extra wrapping and Canvas and tar dressing will be treated with the above Compositions at \$1.05 per superficial square foot.
A Stock of the Compositions is kept ready for sale packed in 5 cwt. casks. Price for ton lots \$100 per ton F.O.B. or in smaller quantities at \$5 per cwt. F.O.B.

All work will be under the personal supervision of Mr. Holdsworth and all orders must be sent through the undersigned.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 11th February, 1898. [240]

Consignees.

"RICKMERS" REGULAR LINE OF
STEAMERS.

NOTICE TO CONSIGNEES.

FROM HAMBURG.

THE Company's Chartered Steamship

"OBI"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant will be subject to rent.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

Hongkong, 11th February, 1898. [1-241]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"OOPACK"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 18th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 18th instant, at 3 P.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th February, 1898. [1-242]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, ADEN, KURACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship

"MARIA VALERIE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

From Calcutta, ex S.S. *Aghya*, transhipped at Colombo.
From Trieste, ex S.S. *Imperatrix*, transhipped at Bombay.

From Venice, ex S.S. *Marshalliana* and *Carlotta*, transhipped at Trieste.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 17th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, 10th February, 1898. [1-243]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN"

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given THIS AFTER-NOON, at 4 P.M.
No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 17th, and MONDAY, the 21st instant, at 9.30 A.M.
All claims must reach us before the 24th instant, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 10th February, 1898. [1-243]

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP, LONDON AND SINGAPORE.

THE Steamship

LANGBANK

Captain Rout, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th instant at 2.30 P.M.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 11th February, 1898. [242]

Entertainment.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL GIVE TWO PERFORMANCES OF
"THE DUCHESS OF BAYSWATER & CO."

"A Pantomime Rehearsal,"

on SATURDAY, the 19th February, 1898,

and MONDAY, the 21st February, 1898,

Performance each night at 9 P.M. precisely.

PRICES: \$3, \$4, & \$5

Half price to the Pit for Soldiers, Sailors, and Police in Uniform.

SEATS can be booked at the THEATRE on and after MONDAY, the 14th February.
Booking Office open, from 10 A.M. to 4 P.M. (On Race Days the Office will CLOSE at 3 P.M.)
Late Trains quarter of an hour after fall of curtain.

E. W. MITCHELL,
Hon. Secretary.
Hongkong, 5th February, 1898. [216]

Hotels.

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN

AT

THOMAS'S GRILL ROOMS.

"HATS" THE MATTER WITH THIS

TAPIFF.

BREAKFAST \$ 0.55

TIPPIN 0.75

DINNER 1.00

3 MEALS DAILY (Monthly Rate) 40.00

1 TIPPIN 15.00

1 DINNER 20.00

TIPPIN & DINNER 30.00

BREAKFAST & TIPPIN 25.00

BREAKFAST & DINNER 28.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD,
Manager.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator from Entrance Hall to each floor, in charge of experienced Attendant. Favourable arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [21]

Shipping.

STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY,"

Captain D. Davies, will be despatched as above on TUESDAY, the 15th instant, at Daylight.

To be followed by the Steamship

"NING HOW,"

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th February, 1898. [185]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched on TUESDAY, the 15th instant, at 2 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th February, 1898. [125]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LYDERHORN"

will be despatched at above on or about the 15th February.

To be followed by the

S.S. "ORWELL" on or about the 23rd February.

For Freight, &c., apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 13th January, 1898. [113]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED"

Captain Bartlett, will be despatched as above on SATURDAY, the 19th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th February, 1898. [227]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZEE"

Captain Bailey, will be despatched as above on or about the 28th February.

S.S. "PATIAN" about 20th March.

S.S. "ENERGIA" 20th April.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 1st February, 1898. [63]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"GANGES,"

Captain T. F. Creery carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 27th January, 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, E.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria 3,167 J. Truebridge Feb. 22.

Olympia 1,691 T. H. Dobson Mar. 8.

Columbia 2,605 A. Gow April 5.

Tacoma 2,549 A. Dixon April 26.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Brasmar 3,601 E. Porter Mar. 15.

Mogul 3,654 W. H. Wright Mar. 29.

Argyll 3,997 W. Ward May 3.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.

DOCTOR and STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 11th February, 1898. [14]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Tuesday 1st March.

Bayern Wednesday 30th March.

Prins Heinrich Wednesday 27th April.

Freussen Wednesday 20th May.

Sachsen Wednesday 22nd June.

Bayern Wednesday 20th July.

Prins Heinrich Wednesday 17th Aug.

Darmstadt Wednesday 14th Sept.

Freussen Wednesday 12th Oct.

Sachsen Wednesday 9th Nov.

Bayern Wednesday 7th Dec.

Prins Heinrich Wednesday 4th Jan. '99.

ON TUESDAY, the 1st day of March, 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain J. S. Swire, with MAIL, PASSENGERS, SPECIE AND C